

DO NOT EXPECT TO DEFEAT ARMY OF DIAZ IN DAY

Insurgents Are Willing to Wait Patiently for Their Chance.

HAVE DONE ALL THEY EXPECTED

Leader of Rebel Forces Declares War Is Not Being Made Against Mexico, but to Shake the Tyrant Diaz From His Throne—Satisfied With Progress.

President, Mexico, December 25.—(Via San Antonio, Tex., December 31, by courier from Mula to Mar.)—Abraham Gonzalez, leader of the insurgent forces operating near Ojinaga, today gave an interview to the Associated Press correspondent at Mula. This is the first statement made by any of the insurgent leaders in the field.

Gonzalez talked frankly, telling of the policy of the insurgents and their plans.

"The independents now control the greater part of Chihuahua," he said. "We could capture any of the outlying garrisoned towns at any time, but in turn we would have to establish garrisons in these cities, thus taking many fighting men from the field.

"We do not expect to defeat the Diaz army in a day or a month. We have accomplished all that we set out to do up to date.

"The independents control a section of the railroad, thus holding the garrisons at Juarez, Ojinaga, Piedras and Laguna helpless in their barracks. We have checked every effort to send reinforcements north, and we control several hundred miles of the border.

"This gives us an opportunity to recruit our army and train our eager recruits. Every day increases our strength. When we are ready to strike we will strike and Diaz will be shaken from his throne.

Will Protect Americans.

"The independents will protect the property and lives of Americans and other foreigners. We come as liberators, not as invaders.

"The independents are not fighting Mexico; they are fighting the Diaz government.

Gonzalez talked slowly, in halting English, turning now and then to a young officer for aid in translating his words.

"Our immediate plans I cannot, of course, speak. We have opened the door for our countrymen who wish to fight, and we are arming and drilling them as fast as they come.

"We want simple justice. We want the right to vote as we believe. The courts, the great instrument of Diaz's tyranny, next to the army, must be made courts of law, not tools of oppression.

"The men who have organized this uprising will die until all are dead. They are confident of victory."

About 200 armed insurgents were counted in Mula today, but it was said that other detachments had Ojinaga surrounded. Ojinaga has a population of about 1,500, with a garrison of 200 Federal troops, strongly entrenched.

Enlisting Men for Service.

Laredo, Texas, December 31.—For some time past revolutionary emissaries have been busy near Laredo, endeavoring to enlist men both for service as fighters and in order to smuggle arms across the border, and it is rumored that a large quantity of arms and ammunition has been "contrabanded" into Mexico.

A report was received today from a resident of Zapata, Tex., sixty-five miles down the Rio Grande, to the effect that an armed body, estimated at about ten or fifteen, had crossed the river in that vicinity with horses, carriages and ammunition. A detachment of United States soldiers, commanded by Lieutenant McMillan, of the Twenty-third Infantry, left Fort McIntosh this morning for Minera, and are reported to have encountered an armed force, which they disarmed and dispersed. This band is said to have been headed by Ponciano Navarro.

ESTRADA IS ELECTED

He Becomes President of Nicaragua for Two Years.

Managua, Nicaragua, December 31.—General Juan J. Estrada, by the unanimous vote of the Congress, today became the constitutional President of Nicaragua for a term of two years.

Adolfo Diaz, former minister of the interior, was elected Vice-President for the same period.

The inauguration ceremonies took place at 2 o'clock this afternoon in the hall of Congress, to which the public was admitted on the invitation of General Luis Mena, minister of war. In his inaugural address, President Estrada lauded the government and the people of the United States.

The inauguration of President Estrada will bring to an end the long controversy between the United States and Nicaragua, it having been announced that if Estrada was elected to the presidency by a decisive vote, the government of the United States would recognize the Nicaraguan government as at present constituted.

General Estrada was head of the revolutionary movement against Jose Santos Zelaya, who was president of Nicaragua in 1909, and in November of that year two Americans, Leonard Grace and Leroy Cannon, who were captured while serving in the revolutionary army, were executed by Zelaya's orders. This brought about action by the American government, when on December 1, 1909, Secretary Knox handed his passports to Felipe

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ARCHHOXSEY AND J. B. MOISANT MEET DEATH WHEN THEIR AEROPLANES DASH TO EARTH



ARCH HOXSEY, Killed at Los Angeles.

JOHN B. MOISANT, Killed at New Orleans.

Two of World's Most Illustrious Aviators Killed on Same Day and in Same Manner, Both Victims of Treacherous Air Currents.

ONE DIES IN NEW ORLEANS, OTHER ON LOS ANGELES FIELD

Hoxsey, Holder of Altitude Record, Crashes Earth in Full View of Thousands, Few See Fall Which Closes Career of Adventurous Moisant—Both Had Writing History of Aviation in the Sky Two Continents and Had Become Famous Pluckiest and Most Daring of All Who Game With Fate.

John B. Moisant and Arch Hoxsey, aviators extraordinary, were killed today. Both fell out of the treacherous air currents with their machines neither from a vast height, and Moisant's remaining minutes of life were few as to count for naught. Hoxsey was killed instantly.

Moisant met his death at 9:55 A. M., attempting to alight in a field a few miles from New Orleans. Hoxsey, who went into the air early in the afternoon at Los Angeles, lay at 2:12 P. M., a crushed, lifeless mass, in view of thousands who were watching the aviation tournament.

Thus the last day of 1910, in bringing the total number of deaths of aviators to thirty-five, capped the list with two of the most illustrious of those men who have been writing the history of aviation in the sky for two continents.

Life of Adventure Finally Is Ended.

Moisant, a Chicagoan by birth, after an adventurous life in Central America, became interested in aviation in France less than a year ago. After soaring into public recognition by his plucky flight from Paris across the English Channel to London, with a passenger, Moisant's fearlessness and resourcefulness was exhibited frequently. Finding himself without a machine, he chased one from a friend for \$10,000, and within ten minutes started on a winning flight from Belmont Park around the Statue of Liberty, winning a prize of \$10,000. Yesterday a sudden puff of wind caught him within 500 feet of the earth, turned his machine over, and a broken neck terminated his career.

Arch Hoxsey, after a year of uniform success with the Wright aeroplane, had gained a name for daring and competence in the air. Only within a week he had set a new world's altitude record of 11,171 feet, and then, to his contempt for the earth, had sailed majestically more than 4,000 feet from the highest mountain in California. Yesterday he ran afoul of a boiling, treacherous wind, when about 500 feet from the earth, and a minute later a horrible crowd, aroused from its shock, was rushing madly to where a broken machine lay humanity lay beneath a tangle of canvas and some broken machinery.

Both Met Death in the Same Manner.

Each machine was headed the earth, and suddenly seemed to stop, hover in the air, then "turn over on its nose" and dive headlong to the earth—and to destruction.

Moisant's aeroplane was a Bleriot monoplane, and in addition to the engine in front of the main planes he had fastened a tank holding thirty gallons of gasoline. Aviation experts believe a sudden puff of wind swept his machine dead in the air, and the heavy weight ahead dragged the framework behind it, flipping the then useless rear elevator. From his partly back of the main planes, Moisant was flipped out, clear of the machine, and struck the ground on his head, breaking his neck. He died on a flat on which he was being rushed to New Orleans.

Hoxsey, likewise, was returning from a journey into the clouds. He was within 500 feet of the earth, and cheers were going up to meet the conqueror of the higher air, when his machine seemed to stop, shudder and whistled over to the ground. As in the morning's tragedy, the rear elevator, useless when the momentum was gone, flipped around, helpless to aid machine. Hoxsey vainly endeavored to right his craft by warping planes and by use of the rudder. Vain attempts these, for before momentum was gained, the frail structure crumpled upon the car engine being torn loose.

Goes to Death in View of Thousands.

Only a few farmers and aids saw Moisant hurried to death. He came before the horrified gaze of thousands who had come for a pleasant afternoon to watch the bird-men darting here and there in the air. The day's pleasure ended when an announcer, sadly lifting his phone, droned out the message:

"Arch Hoxsey has been killed. There will be no more flying today."

Hoxsey Plunges to Instant Death

TO INSTANT DEATH

MOISANT IS HURLED FROM HIS MACHINE

Los Angeles, Cal., December 31.—Arch Hoxsey, holder of the world's altitude record for flying and star of the air pilots of America, plunged to death at Dominguez Field at 2 o'clock this afternoon from a height of 225 feet, and was instantly killed.

The tragedy was witnessed by 10,000 persons, who had assembled to view the afternoon's flying. The actual point of the accident, according to the barograph, which registered the various elevations which he attained, was 225 feet in the air.

Before reaching that fatal angle in the air, when he dashed vertically downward, Hoxsey had been gliding from an altitude of 7,000 feet. This descent was beautifully accomplished, and it would have been impossible for any one not an expert to understand that what he was doing was not the easiest thing in the world.

The young man had such a mastery of his air craft that, under his control, the most difficult acts of flying seemed simple. His fellow air pilots and men on the course who understood the aerial conditions, watched him anxiously. A stiff north wind was blowing and the air was filled with what aeronauts call "pockets."

At Summit of Flight.

Just exactly how the accident befell Hoxsey, just how he happened to lose control of the machine, it that was the cause, no one who saw him fall was able to explain, because the thing was done so quickly as to defy precise observation. He had been in the air one hour and eight minutes, and shortly before the catastrophe was circling east of the field at the very summit of his day's flight.

He had just seemed to poise about a mile above ground—perhaps a mile east of the field. At this point he struck a glide and came at a downward slant of perhaps thirty degrees in a line, which, if projected, would have

Killing Horses for Food.

Berlin, December 31.—The municipality of Berlin has appropriated \$20,000 for the construction of an abattoir, where horses intended for human consumption will be killed. About 2,500 horses are now annually used for food.

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TRAIN-ROBBER LEAVES PRISON

Morganfield Free After Serving 18 Years for Bold Hold-Up Near Quantico.

SILENT TO THE VERY LAST

Took Leading Part in Most Sensational Crime of Its Kind Ever Known in Virginia.

Charles Morganfield, convicted of the most daring train robbery that ever occurred in Virginia, was liberated from the State Penitentiary yesterday, after having served his full term of eighteen years. Though a little more than fifty years of age, he looks much older, and is but a shadow of the man who went behind the bars nearly twenty years ago. He has not lost his spirit, however, and during the term of his incarceration was one of the most closely watched men in the prison.

Charles J. Seavey, who was his partner in the holdup, gave the information that led to his capture and conviction, so he got only ten years. It is said that up to this day Morganfield has been the greatest animosity toward him. Since Seavey was liberated eight years ago nothing has been heard of this part of the country from him, and it has been reported that he is dead.

In Real Frontier Style.

The robbery, which took place between Fredericksburg and Quantico, on the Richmond, Fredericksburg and Potomac Railroad, was conducted in a style characteristic of the James Brothers. The two men boarded the train at Fredericksburg. One of them went through the cars and made his way to the locomotive, where he placed a pistol in the face of the engineer and made him stop the train. Meanwhile the other corralled the conductor and brakeman and went quickly from coach to coach, taking what the passengers had, and then taking what cash he could get from the mail and express coaches.

There was no shooting or uproar. Morganfield quietly told them that any attempt to resist would be shot. The train was stopped in a dark stretch of woods, so there was little danger of outside interference.

When the job was completed, the engineer and fireman were ordered out of the cab and made to cut the engine loose. Then the robbers got aboard and opened the throttle. A short while before they reached Quantico the engine was stopped, and the goods unloaded. One of them remounted and turned on a full head of steam and jumped before the locomotive could gain any headway. As it rushed by Quantico, the operator there noticed that it was wild, and telegraphed to the next station, where it was run into an open switch and derailed just in time to save a passenger train, then almost due.

Both Robbers Captured.

Morganfield and Seavey, it is thought, had horses waiting for them at the point where the engine was stopped, and after dividing the proceeds of their haul, escaped. Seavey got as far as Front Royal, where he was captured on a description furnished by persons who had seen him the night before the robbery in Fredericksburg. He admitted his guilt and told of the part that Morganfield took, saying that he was the leading spirit. He also assured his captors that there were only two men in the holdup. Descriptions of Morganfield were sent to all parts of the country, and he was finally corralled.

STRINGER SEEKS JOB WITH CITY

Former Telephone Official Applicant for Place at New Lighting Plant.

WOULD QUALIFY TO SERVE

Mayor Still Conducting Investigation Into Wire Contract Matter.

John F. Stringer, until recently division plant chief for the Southern Bell Telephone and Telegraph Company in this district, is an applicant for the position of superintendent of outside construction of the municipal electric plant. Consulting Engineer E. W. Trafford said last night that the position was still vacant—that storms & Co. contractors had not sufficiently progressed with the work on the distribution system to necessitate such a position, but that he had three applications pending, including that of Mr. Stringer. Mr. Trafford added that he believed Mr. Stringer was disqualified, since he lives in Barton Heights, where he is a member of the Town Council and Street Committee, but friends of Mr. Stringer assert that he will move into the city if given the appointment.

Gave All Work to Stringer.

Comparatively little progress has been made in the inquiry into the relations of Mr. Stringer with the Fire Alarm and Police Telegraph Department. William H. Thompson, superintendent of the city, said that during five or six years past it has been his custom to give practically all the wiring for fire alarm boxes and police telephone system installation to Mr. Stringer. Mr. Stringer is no longer connected with the city, and that the company did not take outside contracts.

Dealt in Holladay's Name.

One of the new developments brought out by patient and long continued investigation is that Stringer sometimes dealt in the name of A. L. Holladay. Mr. Holladay is a former employee of the Bell Company. Records show that in January, 1910, he collected a voucher of \$200 from the city on approval of Superintendent Thompson, and city officials have been informed that the work was done not by Holladay, but by Stringer. Mayor Richardson has taken up the point and examined Mr. Stringer, who testified that at times Holladay has acted as his "partner" in his transactions with the city. Mr. Stringer, however, denied that he had paid Holladay \$25 for the use of his name in contracting with the city, or that Holladay had merely loaned his name to Stringer for a fee, and had himself done no work save to collect the cash and turn it over to Stringer. It has been alleged that not all of the city's transactions with Mr. Stringer, conducted through City Electrician Thompson, and awarded by him without bids, were in Stringer's name, but that one or more of the accounts stood in Holladay's name.

Best Service to California.

Standard or tourist. Latter personally conducted without charge from Washington, berth 12, via Washington-Sunset Route, Office 525 East Main Street.

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CAN'T RIDE IF YOU OFFER A \$5 BILL

Street Car Conductors \$6 Instructed by Company in View of Shupe Verdict.

FIX \$2 AS CHANGE LIMIT

Passengers Who Have Nothing Smaller Than That Amount Can't Stay on Cars.

As a result of the verdict rendered in the City Circuit Court on Friday, when the Virginia Railway and Power Company was made to pay damages in the sum of \$250 to Mrs. Hester A. Shupe, street car conductors throughout the city were instructed yesterday not to receive, or accept in payment of fare or purchase of tickets any bill or coin of larger denomination than \$2, unless certain or having ample change to spare, in which case the change may be immediately made and handed to the passenger, as a matter of accommodation. Conductors will not be permitted to take the bill or gold piece, and endeavor to secure change when passing another car, or from some passenger. The passenger applying to ride on any car must have change or some bill of not more than \$2, or will be refused passage.

Cited Other Cases.

In the Shupe case, while the company cited precedents to show that \$5 is an excessive amount for which the conductor should be required to provide change, yet the plaintiff showed by testimony that the conductor had accepted her gold piece as payment of her fare, and had allowed her to proceed for some distance, and had later come back and returned the money, after the coin in question, amounted to not with violence.

The point could not arise on a pay-as-you-enter car, where the whole question of fare has to be settled before the passenger enters the car proper. If he is to be elected he is put off at once. When those cars were introduced it was announced that their conductors would remain on the platform, would make change only to the extent of \$2, and advertisements were published by the company to that effect.

On Court's Instruction.

The verdict in the Shupe case was a result of the court's instructions to the jury that the action showed conductor in receiving a \$5 goldpiece from the plaintiff, when tendered for fare, and placing it in his belt purse, and proceeding with the collection of other fares, subsequently returning to the plaintiff after the car had proceeded two or three blocks and handing back to her the coin in question, amounted to a formal acceptance of the \$5 goldpiece in tender of fare, and put upon the company the obligation of allowing the passenger to ride, thus making the company guilty of trespass in the subsequent election of the passenger, and placing his hand on the passenger, though the witness admitted that her election was without unnecessary force.

In the orders issued yesterday by the company, conductors have been warned not to receive from any passenger any coin or note of larger denomination than \$2, unless and until sure that he has and can safely spare the change, and that he must make and return the change then and there.

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